

**CPL(H) SKILL TEST**

AAC

Anexa nr.40

AAC Nr. _____ / _____

CPL(H) SKILL TEST																																				
Applicant's name and surname																																				
Licence type and No.					Applicant signature																															
1	Details of the flight																																			
Location and date																																				
Helicopter type					Departure aerodrome																															
Registration					Destination aerodrome																															
Rotor start					Rotor Stop																															
Flight Time					Landings																															
2	Result of Test																																			
Passed					Failed					Partial pass																										
3	Remarks																																			
<p>CONDUCT OF THE TEST (Appendix 4 – part FCL)</p> <ol style="list-style-type: none"> Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. <p>CONDUCT OF THE TEST</p> <ol style="list-style-type: none"> The helicopter used for the skill test shall meet the requirements for training helicopters. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes. The applicant for a CPL (H) proficiency test must have been trained on the same type of helicopter on which he will pass the proficiency test. An Integrated ATP (H) graduate caregiver will support the skill test on a ME helicopter. An integrated or modular CPL (H) graduate requester will support an SE helicopter skill test or, if he has a 70-hour flight experience as commander, on a ME helicopter. The applicant shall demonstrate the ability to: <ol style="list-style-type: none"> operate the helicopter within its limitations; complete all manoeuvres with smoothness and accuracy; exercise good judgement and airmanship; apply aeronautical knowledge; and maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used. <table border="0" style="width: 100%; margin-left: 20px;"> <tr> <td style="width: 15%;">Height</td> <td style="width: 45%;">normal flight</td> <td style="width: 40%;">±100 feet</td> </tr> <tr> <td></td> <td>simulated major emergency</td> <td>±150 feet</td> </tr> <tr> <td>Tracking on radio aids</td> <td></td> <td>±10°</td> </tr> <tr> <td>Heading</td> <td>normal flight</td> <td>±10°</td> </tr> <tr> <td></td> <td>simulated major emergency</td> <td>±15°</td> </tr> <tr> <td>Speed</td> <td>take-off and approach multi-engine</td> <td>±5 knots</td> </tr> <tr> <td></td> <td>all other flight regimes</td> <td>±10 knots</td> </tr> <tr> <td>Ground drift</td> <td>T.O. hover I.G.E.</td> <td>±3 feet</td> </tr> <tr> <td></td> <td>landing</td> <td>no sideways or backwards movement</td> </tr> </table> Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections. 										Height	normal flight	±100 feet		simulated major emergency	±150 feet	Tracking on radio aids		±10°	Heading	normal flight	±10°		simulated major emergency	±15°	Speed	take-off and approach multi-engine	±5 knots		all other flight regimes	±10 knots	Ground drift	T.O. hover I.G.E.	±3 feet		landing	no sideways or backwards movement
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	landing	no sideways or backwards movement																																		
P	Pass	R	Pass after repeat	F	Fail	N/A	Non-applicable	/	Not done																											



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	1	2	3	4
	PROCEDURES	FFS	A	Examiners signature
SECTION 1 PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES				
a	Helicopter knowledge, (e.g. technical log, fuel, mass and balance, performance), Flight Planning, NOTAMs, Weather	X		
b	Pre-flight inspection/action, location of parts and purpose	X		
c	Cockpit inspection, Starting procedure	X		
d	Communication and navigation equipment checks, selecting and setting frequencies	X		
e	Pre-take-off procedure, R/T procedure, ATC liaison-compliance	X		
f	Parking, shutdown and post-flight procedure	X		
SECTION 2 HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS				
a	Take-off and landing (lift off and touch down)	X		
b	Taxi, hover taxi	X		
c	Stationary hover with head/cross/tail wind	X		
d	Stationary hover turns, 360° left and right (spot turns)	X		
e	Forward, sideways and backwards hover manoeuvring	X		
f	Simulated engine failure from the hover	X		
g	Quick stops into and downwind	X		
h	Sloping ground/unprepared sites landings and take-offs	X		
i	Take-offs (various profiles)			
j	Crosswind, downwind take-off (if practicable)			
k	Take-off at maximum take-off mass (actual or simulated)			
l	Approaches (various profiles)			
m	Limited power take-off and landing			
n	Autorotations, (FE to select two items from - Basic, range, low speed, and 360° turns)			
o	Autorotative landing			
p	Practice forced landing with power recovery			
q	Power checks, reconnaissance technique, approach and departure technique			
SECTION 3 NAVIGATION - EN ROUTE PROCEDURES				
a	Navigation and orientation at various altitudes/heights, map reading	X		
b	Altitude/height, speed, heading control, observation of airspace, altimeter setting	X		
c	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment of correct track, instrument monitoring	X		
d	Observation of weather conditions, diversion planning	X		
e	Tracking, positioning (NDB and/or VOR), identification of facilities	X		
f	ATC liaison and observance of regulations, etc.	X		
SECTION 4 FLIGHT PROCEDURES AND MANOEUVRES				
a	Level flight, control of heading, altitude/height and speed	X		
b	Rate 1 level turns onto specified headings, 180° to 360° left and right	X		
c	Climbing and descending, including turns at rate 1 onto specified headings	X		
d	Recovery from unusual attitudes	X		
e	Turns with 30° bank, turning up to 90° left and right			
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)				
<p>Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.</p> <p>Note (2) The FE shall select 4 items from the following:</p>				

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a	Engine malfunctions, including governor failure, carburetor/engine icing, oil system, as appropriate			
b	Fuel system malfunction			
c	Electrical system malfunction			
d	Hydraulic system malfunction, including approach and landing without hydraulics, as applicable			
e	Main rotor and/or anti-torque system malfunction (FFS or discussion only)			
f	Fire drills, including smoke control and removal, as applicable			
g	Other abnormal and emergency procedures as outlined in appropriate flight manual, including for multi-engine helicopters: <ul style="list-style-type: none">▪ Simulated engine failure at take-off:<ul style="list-style-type: none">- rejected take-off at or before TDP or safe forced landing at or before DPATO, shortly after TDP or DPATO▪ Landing with simulated engine failure:<ul style="list-style-type: none">- landing or go-around following engine failure before LDP or DPBL- following engine failure after LDP or safe forced landing after DPBL			

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

ADDITIONAL DECLARATION FOR NON-MOLDAVIAN EXAMINERS:

- in accordance with FCL.1030(b)(3)(iv) -

I hereby declare that I, _____, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in the Briefing examiners (non-Moldavian) published by CAA RM.

Signature of examiner:		Date:	
Name of examiner, in capitals			
Type and number of FE's licence			